THEY DEFEAT CAMBRIDGE BY OVER TWO LENGTHS.

A Finely Contested Blace to About a Quarter of a Mile of the Fintsh-The Crews Start Away on Even Terms—Oxonians One to Four Favorites—Hanks of the Thumes Crowded.

LONDON, April 3,-The annual race between the crews of the universities of Oxford and Cambridge was rowed to-day over the Thames championship course of four and one-quarter miles, from Putney to Mortlake, and was won by Oxford. The weather was raw and damp and the wind blew in gusts during the morning. The usual crowds, nevertheless, began moving toward Putney at an early hour, most of them wearing light or dark blue colors, and the countless cabmen had the colors of their favorites tied to their whips. Special trains, which were run at frequent intervals, were packed with people, though many of these went to Sydenham, where the championship game of football between England and Bootland was to be played.

At noon there was a strong wind from the east, veering slightly to the south, which promised a fast race. The Oxford men came out in their working boat and paddled about for a few minutes. They then spurted for a minute and a half at a fast stroke, after which they returned to their quarters. The weather was bitterly cold, but the water was smooth.

It was evident from the size of the crowd that

occupied every available space along the banks of the Thames at Putney and throughout the

of the Thames at Putney and throughout the course that the fixture was as popular an event this year as it has always been. Besides attracting a great throng of amateurs, the race, as usual, drew thousands of cockneys, to whom, in spite of their ignorance of aquatics, it is one of the great events of the year, and to witness which they brave the worst kind of weather, and to these must be added all the friends of the carsmon forming the university crews of this and many previous years.

The stone bridge which leads to the big road across the river at Putney, close to the point from which the boats started, was crowded, and the wide stretch of shore just below on the right bank, in front of the boathouses of the London, Leander, and other rowing clubs, was no less densely packed with spectators, this being the place at which the boats were launched. Equally great were the crowds of holiday makers on all parts of the towpath along the riversile and upon Hammersmith Bridge, beneath which the boats passed on their course to the winning post, and the Harnes railway bridge had a smaller but not less enthusiastic patronage. A great number of coaches and other vehicles were drawn up wherever roads or waste ground gave access to the banks, and all these had full loads of excited and cheering spectators; so had innumerable barges, tugs, rafts, and other floating things moored along the banks at various points.

Shortly before the race was started all traffic

had full loads of excited and cheering spectators; so had immerable barges, tugs, rafts, and other floating things moored along the banks at various points.

Shortly before the race was started all traffic on the waterway was stopped by the officials of the Thames Conservancy as completely as is the traffic of the streets upon the occasion of a royal procession. Barges were towed out into the stream and swung across to block the arched way under Putney Bridge, and in front of this barrier the four steamers—ordinary paddle-wheel passenger boats—which conveyed the persons privileged to follow the racers, took up their appointed places. These clumsy craft were alloted respectively to guests of the umpire, guests of the Oxford University Boat Club, and representatives of the press.

A quick movement in front of the boathouses and a double chorus of "Stand back, please!" from the police and "Here they come!" from the people at length announced the appearance of the hores of the hour. The Cambridge men, as nominal challengers, were first out, leaving their headquarters, the boathouse of their supporters. They carried a beautiful new Clasper boat to the landing stage and were soon affoat, paddling with slow precision to a skiff moored for them out in the stream, there to swait the arrival of their opponents, apparently oblivious of the rounds of appiause which they received on every side.

Another movement on shore and Oxford's representatives emerged from their quarters, the London Rowing Club's boathouse, and raised their dark-blue blades over the heads of the crowd. As they carried their boat to the water they were hailed with an outburst of enthusiasm exceeding in volume and fervor that given to the light blues. They were soon launched, and paddled out amid continuous cheers to their own moored skiff. The riverside betting at Putney just before the start was 4 to 1 on Oxford, with very few takers.

All preparations having been completed, the umpire, Frank Willan, on board a little steam banch, put to the crews fel

reporters on the press boat, roaring themselves hourse in encouragement of their respective fa-

hoarse in encouragement of their respective favorites.

At the London Rowing Club's boathouse Oxford was a few feet ahead, but upon reaching Bishop's Creek Cambridge spurted and drew up level with the Oxonians and was rowing well. It was an exceptionally good race to Graves Cottage, a little short of a mile from the start, Cambridge sticking close to the Oxford boat. At Hammersmith Briage, however, Oxford had drawn away and was about a length ahead, Both crews were fresh and rowing steadily. At Chiswick Eyot, about two and three-quarter nules from the start, Oxford had drawn ahead a length and a half. At Buil's Head Oxford

a length and a half. At Buil's Head Oxford seemed to be leading by two lengths, and as the load's passed under the Harnes railway bridge it was seen that the dark blues were fully two lengths ahead and rowing splendidly.

As seen from the press boat, Cambridge made a fine spurt at Bishop's Creek, which was answared by the Oxford men, who seemed to be perfectly fresh. The latter shot Hammersmith Bridge nearly a length ahead. Cambridge put on a spurt and reduced the lead, but the efforts of the light blues died away and the Oxfording gradually increased their lead to the end, having gradually won the race after passing Chiswick Eyot. Oxford won by two and one-third lengths, and the time officially announced was 19 minutes 11 4-5 seconds. The time of last year's race, which Oxford won, was 20 minutes and 2 seconds.

The weights of the crews as they sat in the Loats to-day were as follows: lkow-J. J. De Knoop.

Y-1, O. Edwards	1
1-C. K. Philips165	L
4-C. D. Burnell	П
t - f., R. Halfour	п
6-16. Carr	п
5-W. F. Cram	П
btroke 1, Gold	1
Etroke — 1. Gold	L
CAMBRIDGE.	L
Bow-D. K. Campbell-Muir	10
9-A. C. B II	н
8-E. J. D. Taylor182	п
4-P. H. Howell	П

The Globe and the Pall Mall Gazette agree in the statement that the Oxford boat passed Barnes bridge three lengths ahead, and that the race was then virtually over, although Fernic, the Cambridge stroke, did not relax his efforts to spur his men on to possible victory.

NO LICENSE FOR W. C. DALY.

The Absence of His Horses from Gravesend Considered Ominous by Turfmen.

The conspicuous absence of W. C. Daly's horse from the Gravesend track yesterday served to fon the curiosity of turfmen, which has been excited by the non-appearance of his name among the list of trainers licensed by the Jockey Club. The fact that the stewards have held meetings chiefly for the purpose of considering applications for licenses for trainers and lockeys, and have omitted to include W. C. Daly's name among those favorably considered, has been freely discussed among those interested in the turf.

smong those favorably considered, has been freely discussed among those interested in the turf.

Inquiries at the Jockey Club headquarters are met with the most non-committal parries. As for example: "Has Mr. Daiy applied for license?" You say so, really. "Well, you know the Jockey Club does not give an explanation for everything it does. "If Mr. Daiy's same does not appear on the list by the time racing commences—why, simply it does hot appear, that's all." "The stewards are not required to give the reasons for their actions."

Opinions at the tracks are divided us to whether or not W. C. Daiy is to be left in the cold, As a well-known turfinan put it yesterday: "It be Jockey Club jumps on Daiy it will be because of his brother Mike's indentity with the outlawed tracks and the latter's almost daily presence at Gravesend while "Father Bill's horses are at work. I know nothing of the details of the matter, but I do think the old mannion Hartford has been impointed in having his brother around on a Jockey Club track while horses were working. The meeting at Washington begins on the 17th, and it is any odds Daiy would have shipped his horses by this time had his name appeared in the list of licensed trainers. "The fact that his cattres have been accepted indicate nothing, one way or the other. If whop the time comes Baly has not received his license that will be sufficient to prevent his horses taking part in any race under Jockey Club rules. His horses were not on the Gravesend track to-day, the first time, I guess, in the history of the course at his season of the year."

Superintendent Brush when asked if he knew of any reason why Daly's horses were not on the track, answered in the negative. Secretary Melityre, with his castomary diplomacy, was also ignorant of any reason for the absence of the horses. Daly himself is as silent as a sphinx on the Graves.

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Ladies' shirt waists made to order, best quality Madras, 54 rach.

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WING SHOTS AT LARCHMONT. C. S. Gutherle Wins the Big Twenty-five-Bir-

The Larchmont Yacht Club's pretty shooting grounds on the shores of Long Island Sound were thronged with wing shots yesterday, and some good work was done at the traps. The Shooting Committee had arranged an attractive pro gramme, consisting of two cup events and a number of five and ten bird sweeps. The main event was a 25-bird handicap sweepstake event, \$25 entrance fee, for a handsome silver cup, which brought out a good field of shooters, including Fred G. Moore, Harry Sanford, Al Marshall, E. F. Thomas, the Denver expert; E. R. Ladew, who won a 100-bird race last week; Dr. J. G. Knowlton, C. S. Gutherle, Chaun-cey Powers, and Benjamin Horton.

The birds were unusually fast, which, combined with a thirty-yard boundary, caused any number of misses, so at the end of the twenty fifth round there was not a single straight score C. S. Gutherie, 29 yards, and Dr. J. G. Knowl-ton, 29 yards, tied for first place with 23 each; D. A. Bradley, 28 yards, was third, with 22, and F. R. Ladew, 29 yards: Chauncey Powers, 30 yards, and Harry Senford tied for fourth money, with 21 each

F. R. Ladew, 29 yards: Chauncey Powers, 30 yards, and Harry Sanford tied for fourth money, with 21 each.

On the shoot off for first place and cup, miss and out, Gutherie missed his first bird, while Dr. Knowlton had his bird die outside. Gutherie then killed his second bird and Dr. Knowlton again saw his die outside, which left Gutherie the winner of the cup. Powers, after killing three birds, won fourth place.

In the opening event at five birds, \$5 entrance fee, C. S. Gutherie won fron the twenty-nine-yard mark with the only straight score of five. The second event, under similar conditions, was won by D. A. Bradler, 28 yards, with a score of five. A ten-bird event, \$10 entrance fee, followed, which was divided between Fred G. Moore and C. S. Gutherie, both twenty-nine-yard men, with straight scores.

The shooting was brought to a conclusion with another ten-bird event, to which a consolation cup was added. Harry Sanford, 29 yards, and Chauncey Powers, 30 yards, were the only ones left in at the end of the tenth round, and after each man had killed 23 straight Sanford slipped up on a twisting right-quartering driver, which died outside. Powers killed his twenty-fourth bird easily right at the traps and won the cup. The scores:

The scores:	
Twenty-five birds; \$2% entrance fee; handicap; r	ine M
81222022222222291	- 4
222 • 12222112210291111191923	9
Al Marshell, 28 yards—	
Chauncey Powers, 30 yards—	
	•
2222222222222202222222220222128	1
	- 4
Benjamin Horton, 28 yards-	- 1
2 - 9 3 0 2 2 2 2 2 2 2 2 2 2 2 3 0 2 2 2 2 2	
	Al Marshall, 28 yards— 0 0 1 1 2 1 0 0 0. 5 Chauncey Powers, 30 yards— 2 2 2 0 2 * 2 2 2 2 2 1 * 2 2 2 2 2 2 2 2 2 2 2

The total a	scores in the of	ther ev	ents are	8.8
	Lat Event.	2d Event.	Sd Event.	Eve
	0 0	5 11	10.	
	irda	i'd.	200	-

	irda.	irds	linds.	Birds.
Daniel Bradley, 28		5	8	8
Benj. Horton, 28	28	8	- 6	
C. S. Gutherie, 29		4	10	4
E. F. Thomas, 28	3 3	4	u	7
J. Bender, 28	3	3	1	1 25
F. G. Moore, 29	4.		10	5
Harry Sanford, 29	***	**		23
Al Marshall, 28	**	**		4
C. Powers, 30	**	**		24
Dr.J.O.Knowiton, 30.	**		**	4
E. R. Ladety, 29	**	**	**	- 8
W. A. H. Stafford, 28.	***			- 8
G. S. Hoyt, 28	**			4
W. Taylor, 28	44	4 44		. 3

CHICAGO WHEELMEN AT ODDS.

President Potter Asked to Suspend the Pro

prictor of a Bicycle Publication. President Potter has received a despatch from Chief Consul Frederick Pattie of the Illinios division of the L. A. W., asking for the imme diate suspension from membership of George Barrett, one of the proprietors of a Chicago bicycle publication, pending an investigation of "conduct inimical to the interests of the L. A.

W." The matter was turned over to Secretary Bassett, with instructions to prosecute the case According to information received by the President, several members of the Illinois division

Bassett, with instructions to prosecute the case.

According to information received by the President, several members of the Illinois division, and more especially members residing in the "Windy City," are engaging in politics in a manner that may not reflect credit upon the prestice of the L. A. W. These cyclists have stirred up quite a small storm in the ranks, it is said, and President Potter received a query yesterday asking what attitude would be taken by the Executive Committee in the case of members who distributes alleged bogun circulars purporting to be authorized by the L. A. W. with a view of influencing volers.

Several members in Chicago have pledged themselves, it is reported, to aid in the election of certain city officers. Doubtless these cyclists are confident that such officials will promote the best interests of the league, but the complaining members fear that in their enthusiasm the canvassers may outsicp the bounds of properlety and thus reflect odium on the L. A. W.

President Potter's reply to one of the cautious brigade is very comprehensive, and seems to cover the situation theoroughty. Besides striking the keynote of the entry into politics by the Illinois wheelmen, Mr. Patter said:

"A member of the league may be disciplined or expelled only when gailty of conduct prejudicial to the interests of the organization. The railroads of Illinois and other States East and West have mulcied the wheelmen to the extent of hundreds of thousands of dollars by unlawful charges, and by sundry frugal methods have debauched and perverted legislation in their efforts to defeat the wheelmen and to serve their own ends. The wheelmen of Illinois are seeking to elect public officers who will not be corrupted by railroad influences, and, as I understand the situation, they have gone into politics for that purpose. If they find Illinois politics anworthy of the organization they are more unfortunate than sinful. The League of American Wheelmen will support the cyclists of Illinois, and which other States m

that it would make our Bicycle Baggage bill a law.

The Democratic circular aroused indignation among the wheelmen, who took summary action and issued a statement to correct at once the wrong impression created by it.

Chief Consul Patee called a meeting of the joint committee of the 1. A. W. and Associated Cycling Clubs as soon as he learned of the issue of the circular. He was not at the train yesterday by the Republican members of the committee, who at once concurred with his action in asking for Barrett's suspension. A letter was drawn up and sent to all the cyclists who signed the circular, requesting them to repudiate their indorsement of Carter Harrison. Barrett retused to sign a retraction.

fused to sign a retraction.

The Tribuac this morning publishes the following:
"A movement is well under way for a bicycle organization to take charge of racing and re-

lieve the L. A. W. of that responsibility. From the States which have been indignant at the treatment received by them at the general meeting of the league at Albany, have come reports favoring the separation of racing from the league, and leaders have been found who are willing to undertake the work. California, Louisiana, Texas, Minnesota, Kentucky, Ohio and Missouri are already in line for the inauguration of the new plan, and Illinois has a number of wheelmen who will fall in with the scheme. "The first decided step in the movement will be the calling of a convention at a centrally located city, to consider the plans and ascertain how much support outside of the known States can be secured. Organization will be perfected, and the new league or association will begin its control of cycle racing and give Sunday races. The L. A. W. may oppose the scheme, but it is not the intention to antagonize the league if it can be helped."

LONDON, April 3.- The championship game of

football between the representative teams of England and Scotland was played on the grounds at Sydenham to-day and won by Scotland by a score of two goals to one.

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Ceatury lamps, \$1,96; Searchlight, M. & W. Banner,
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Breause one can ride twice as far with ne-half the exertion than on any other tire. We received in all 51,422 answers, and in thanking each and every one for the lively interest manifested in the contest, regret to say we did not receive one correct answer. Many reasons were advaced, showing much originality of thought on the part of the contestants, therefore we will award the prizes to those whose answer came nearest to the correct one, and are pleased to announce as the winners:

First Prize, \$50.00. D. C. RUPP, Shire-Second Prize, \$30.00. ARTHUR F. PITKIN 816 Union st., Schenectady, N. Y. Third Prize, \$20.00. HERBERT AHL-STROM, Grantsbury, Wis.

We will publish in book form many of the answers received, which will be mailed to each contestant, and to others upon application.

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SPECIAL BARGAIN DAY.
WE WILL SELL men's and ladies' bicycles of ONE OF THE WELL-KNOWN STANDARD MAKERS, WITH THEIR NAME PLATE AND GUARANTY, fitted with G. & J. or M. & W. pnewmatic tires, for

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material or workmanship.